YANKEE WINGS©

YANKEE AIR FORCE

Ramp Crew L to R Top Row: Don Sutton, Bill Wier, Dan Rogers, Rick Koski, Jim Redick, Richard Carpenter, Harry Terpstra, Rich Brace, Don Gillespie, Larry Silver and Hank Koski.
Bottow Row: Don Hemming, Earl Hewitt, Earl Loeffler and Olif Parks. Not shown: Bill Ray, Don Burke, Mike Willmann and Pat Nugent.

Vol. 3 No. 10 Photo by Ken Sizeland October/November, 1984

THE RAMP CREW

The YAF ramp crew, like most activities of the YAF, started small to fill a need. The seed was planted in August of '82 at the Flint Air Show, when a group of 4 or 5 YAF members handled the movements of the Warbirds. In December of '82 I got a phone call from T.J. Wilkins, asking if I would form a Ramp Crew to handle the aircraft which would be participating in the air show being planned for Willow Run in June of '83. After many phone calls, the first Ramp Crew meeting was held, (8 members) to make the basic operating procedure in January '83.

There is a great responsibility and an element of danger connected with being a Ramp Crew member, and so training and planning was essential. Thanks to the cooperation of the Willow Run Airport Fire Department, we were trained in fire fighting with respect to aircraft. Basic ground marshalling was taught at the YAF ramp at Willow Run and by the 191st ANG at Selfridge AFB, Michigan. The training goes on constantly, every time we have an aircraft activity. There is always a different type of aircraft, something we have not handled before, right up to the latest commercial or military jet. To aid in recognition by pilots, the public, and other Ramp Crew members, in December of '83 the Ramp Crew requested the YAF Board grant them exclusive rights to Red Uniforms on the ramp area. The Board agreed and the idea has worked to perfection.

The Ramp Crew schedule did not take long to fill up, since 1982 we have worked 14 Air Shows and Fly-Ins in Michigan and Indiana. The Ramp Crew staff now stands at 17 and will continue to grow. The variety of aircraft we have handled has ranged from the smallest, Jerry Mercer and his BD 5-J, to the largest, the giant C-5A and along the way there have been lessons to learn and memories to keep. Here are a few examples:

At Pontiac the C-1A taught one of our members not to bring his arms up from the sides. The C-1A crew saw a signal which looked like "Fold your wings" and they did, much to the marshaller's shock and surprise.

Another surprise came at Flint when a member found out how much engine thrust there is behind a C-5A; he knows now what a blast fence is for.

During set-up for the Willow Run Air Show, several of the members learned that the most difficult movement was not the C-5A but the now famous Porta-Johns!

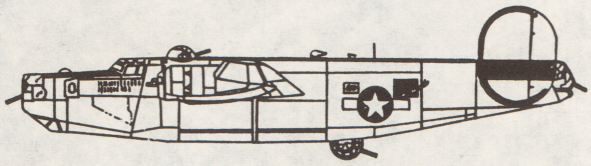
Upon propping the B-25, one of our members learned a lot about wind direction and oil, (just look for a spotted pair of red coveralls).

And how can I forget, after a long, hot and very dry day of eating smoke and engine oil, the stampede to the trunk of my car, when I gave the words "Crew Down"?! The refreshments had better be there.

All kidding aside, I am very proud of the Ramp Crew and the great job they have done, not only in the handling of aircraft, but in the way they have represented the YAF. I get a very big head every time a pilot, or a person in the air show crowd, comes up to me and says in many different ways ". . .job well done".

As it looks now, the 1985 air show season for the Ramp Crew will be bigger and longer. We have already received many requests to handle air show ramps in Michigan, Indiana and Wisconsin.

Richard Carpenter #550
Ramp Crew Chief



YANKEE WINGS©
Official Publication of The Yankee Air Force©

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Editorial

Fall is the "Season of Change". In the woods and forest areas of the North, the leaves of the trees, have taken on a tumultuous riot of glorious color. The National Board of the YAF is electing Officers and Board Members for the coming new year. The United States is in the process of electing an administration for the next four years. *"Yankee Wings"* has a new Assistant Editor and I am writing this editorial while sitting in the jury room of a Federal Court, in the U.S. District Court for the Eastern District of Michigan. I am a juror on a criminal case and we are awaiting the start of todays proceedings.

You are aware, of course, that we did not have an October issue of *"Yankee Wings"*. This was due to deadline problems, much material was not in on time; and a desire to have the publication remain on schedule. In the future, all material must be in by deadline, or it will not be printed. The publishing date will no longer be held-up due to late material.

We are seeking contributions to the publication and they do not necessarily have to be by, or about members of the YAF. We are trying to expand the scope of the publication and are instituting a "Letters to the Editor" column; other new features will follow. If anyone becomes aware of historic or interesting aircraft that become registered in the U.S., please submit this information to me, as I would start a feature on aircraft acquisitions similar to the column in the British publication *"Flypast"*; and concentrating on U.S. instead of English or European owned aircraft.

Thanksgiving is a time for reflection upon past accomplishments, consideration of our assets and looking to the future. Let us be thankful for all that we have done and look forward to serving the cause of aviation history, with a renewed vigor and enthusiasm.

John A. Morris
Assistant Editor

Editor's note: #1: John W. Syler, "Yankee Wings" Editor, is on indefinite leave of absence.

Editor's note #2: The names of the Yankee Flyers, gracing the September cover, are as follows: L to R: Walt Hart, Jim Uhley, Frank Day and Bob Wenzel.

Editor's note #3: Page 13 of the September issue, the photo and the caption do not belong together. Because the original copy for September, was lost, the correct photo/caption placement was unable to be maintained. Therefore, at the request of the author, Bob Pauley, the following information is transmitted to the readership:

In the September issue of "Yankee Wings", the "Made In Michigan" article used an incorrect photograph to illustrate the Meyers OTW story. Shown below is a photograph of the well known Meyers OTW biplane, of which 102 were built by the Meyers Aircraft Company. The photograph of the monoplane in the September issue was the little known Meyers Me 165W; and only one of this model was built by Al Meyers. We apologize for any confusion this error may have caused. We further apologize, for any slight that the Yankee flyers and/or their friends and/or the general readership may have felt over the omission of their names.

Founding Editor ..... Dennis Norton
Editor ..... John W. Syler
Assistant Editor ..... John A. Morris
Assistant to the Editors .... Barbara Sutton
Aircraft Reports ..... Jim Hanford
Made In Michigan ..... Bob Pauley
YAF Member of the Month .. Sam Stephens
Tale Spins ..... Jack B. Stankrauff
Hangar Talk ..... Frank Modlinski
Calendar ..... Stan Reich
Advertising Manager ..... Sam Stephens
Graphics, (Temporary) .... Joanne Daniels
Photography ..... Clint Ray

FEEDBACK

To Editor:

I would like to obtain a few copies of the June issue of the *Yankee Air Force News*, if it is the issue containing an article on the WASPs.

I understand there is a picture of me in the 10,000th P-47 Thunderbolt. How often is the *Yankee Air Force News* printed and how much is a year's subscription? Thanks.

Teresa D. James
Lake Worth, Fla.

To Editor:

Who gives a d--- about this rag? Its (sic) too long to many pages (sic) Its got a bunch of junk nobdie cares about (sic). You should go back to just a 2 page newsletter than it was better (sic). An I think you should quite (sic) as editor too!

Unsigned
Detroit, Michigan (Postmark)

Dear John:

Re: Vol. 3, No. 7, (July 1984) your logic is faulty, (how could I be an authority on the merits of the publication and not be entitled by membership to receive it?) But your contributions as a communicator are very great.

John Bellefleur
Oak Park, Michigan

Jack Spanich (YAF #240) and his wife, Mary Ann, died Sunday, November 4, 1984, when their Douglas AD-4NA, Skyraider crashed in the mountains of Virginia. They were returning from Virginia Beach, Virginia, where they had participated in an airshow with Doc. Levine, Bob Byrne, and others.

Jack was a charter member of the Yankee Air Force, and a member of the Confederate Air Force, War Birds of America, and the American Aviation Historical Society. He learned to fly in the mid 1950s, and had "several thousand hours" in various types of aircraft.

His weekends were filled when airshow season was on and Mary Ann was usually there to climb in the back. They were a familiar sight on the airshow line. That big plane with its wings folded, left no doubt that Jack and Mary Ann had arrived.

The Skyraider was one of the first planes to be parked in the YAF Hangar. Jack had kept it on the other side of Willow Run until the Yankee Air Force began to look for renters.

Jack served the Yankee Air Force as Director this year, and, with Bill Wier, was in charge of the Flight Line. He also oversaw the Hangar space rental. He had just been elected Vice-President for 1985.

Jack and Mary Ann were the parents of a grown family. They will be sadly missed. A memorial service was held at the Yankee Air Force Hangar on Saturday, November 10, 1984.

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The Finance Committee would like to announce that we are now accepting good, useable, resaleable items, (no husbands, please!), for our annual rummage sale. If you have any items you wish to donate please contact K. Miller 495-1870.

TALE SPINS QUIZ

By Jack B. Stankrauff

SO YOU THINK YOU KNOW AVIATION HISTORY? HERE'S A CHALLENGE FOR YOU!

Try your skill on these questions. Who knows, you just may be better than you might think. (Answers at the end.)

1. Who became the first woman to fly the Atlantic?
   A. Anne Morrow Lindbergh
   B. Louise Thaden
   C. Amelia Earhart

2. Two Americans flew the Great Circle Route from New York to Tokyo for the first time in 1931. These pioneers were:
   A. Charles and Anne Lindbergh
   B. Richard Byrd and Lincoln Ellsworth
   C. Bernt Balchen and Lawrence Gould

3. The Northrup YB-49 Flying Wing bomber had a high speed (for 1948) of 500 mph and set a 9½-hour flight endurance record, but couldn't carry the A-Bomb, so it was scrapped in favor of the:
   A. B-36
   B. B-47
   C. B-50

4. Which of the following became the first woman aviator to fly a business jet across the poles?
   A. Doris Kilpatrick flying a Lear jet
   B. Mary Bowers flying a Lockheed Electra
   C. Brooke Knapp piloting a Gulfstream III

5. What successful tactics were used by Allied fighter pilots against German jets in the final months of World War II?
   A. Dive down away from the enemy jets.
   B. Dive down on them or catch them while taking off or landing.
   C. Climb tightly away from the jets.

6. What significance did the code names "Little Boy" and "Fat Man" have in American aviation history as well as in mankind's history?
   A. They both were Pathfinder aircraft in the first U.S. Air Force raid on Berlin.
   B. They were the Pathfinder aircraft for the first B-52 raid on Hanoi.
   C. The respective code names for the atomic bombs dropped on Hiroshima and Nagasaki.

7. What was the target of the very last bombing mission in Europe flown by Allied aircraft?
   A. Berlin
   B. Berchtesgaden
   C. Prague, Czechoslovakia

8. Despite what Hollywood and television dramatize, has a downed fighter pilot ever been actually rescued by another landing and taking off behind enemy lines during World War II?
   A. Yes
   B. No

9. The F-86 Sabre Jet's swept-back wing design was borrowed from what German aircraft?
   A. ME 163
   B. ME 262
   C. HE 280

10. Why was Navy Lt. Henry L. Miller vital to the success of Doolittle's raid on Tokyo?
   A. He devised the scheme of attacking Tokyo with B-25s launched from an aircraft carrier.
   B. He instructed Doolittle's pilots how to take off from an aircraft carrier deck.
   C. He successfully broke the Japanese secret naval code enabling Doolittle's fliers to listen in on enemy aircraft radio traffic.

11. In 1942, Maj. Gen. James E. Chaney who was in command of U.S. Army Forces in Europe almost sabotaged efforts to establish bomber and fighter bases in Britain. Why?
   A. He and his staff, although friendly to the British, were opposed to the U.S. Air Force taking their power and felt that the war would win only on the ground.
   B. They opposed interference from Washington.
   C. They believed the Air Force was too weak.

12. In the very last days of World War II, the Russian, American and British raced each other for:
   A. German jet planes left behind
   B. German technicians, jet engines, rockets and related equipment
   C. The gold left behind by the Reichbank

13. What is made entirely of wood, has a wingspan of 320 ft., was designed to carry 750 troops, had a range of 3,000 mi. and flew only 60 seconds?
   A. The Hughes H-4 (Spruce Goose)
   B. The Lincoln Biplane (now in the Smithsonian)
   C. The German Gigant glider

14. What pilot crashed on his first solo flight, failed a second flight test, and yet went on to become an aviation legend?
   A. Charles Lindbergh
   B. Manfred Von Richtofen
   C. James Jabara

15. Who was the first woman to test-fly a jet aircraft?
   A. Jacqueline Cochran who test-flew the P-80 Shooting Star in 1944.
   B. Hanna Reitch who test-flew the ME 163 during World War II.
   C. Pauline Gower who test-flew the Meteor jet in 1944.

16. What team set the women's 1929 flight endurance record and while doing so, became the first women aviators to refuel a plane in mid-air?
   A. Jacqueline Cochran and Dale Jackson
   B. Bobbi Trout and Elinor Smith
   C. Forrest O'Brien and Florence Basel

17. A flier who had already set a world speed record as well as the fastest transcontinental crossing, circled the globe in three days, 19 hours and 17 minutes. Who was he?
   A. Wiley Post
   B. Howard Hughes
   C. Charles Nungesser

18. Who laid out and flew the first St. Louis to Chicago mail flight in 1926?
   A. Henry H. Ogden
   B. Alexander Sikorsky
   C. Charles Lindbergh

19. What technique did British aeronautical engineer J.C. Savage develop?
   A. Blind flying (by instruments only)
   B. Sky writing with chemical smoke
   C. Pressurization of plane cabins

20. Two countries which developed practical jet engines in the late 1930s were:
   A. The U.S. and Britain
   B. Britain and Germany
   C. Britain and France

Answers on page 7

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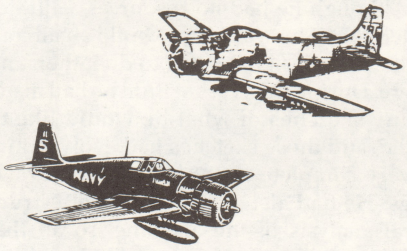

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MADE IN MICHIGAN PLANE PORTRAITS

MEYERS AIRCRAFT CO. — TECUMSEH, MI. (Part II)

Last month we told the story of the early, formative years of the Meyers Aircraft Company of Tecumseh, Michigan. We told how young Al Meyers had come from a rural background and, after a brief career as a barnstormer and aircraft metalworker, had finally settled down in Michigan in the early 1930s. He later designed the Meyers OTW, a popular bi-plane trainer, of which a total of 102 were built during World War II. During the same period, he also designed and built the Meyers Me 165W low-wing trainer. Other designs were to follow, and will be discussed in future articles, but this month we digress to tell about a "Meyers" airplane that was not an Al Meyers design.

This story begins in 1932, when another young aircraft engineer and designer named Clifford C. Jackson decided to build an aircraft of his own design. Cliff Jackson had graduated as a mechanical engineer from Iowa State University in 1927, and moved to Marysville, Michigan to work for the Buhl Aircraft Company. There he did engineering design and stress analysis on many of the big Buhl Airsedans, which were popular cabin bi-planes built in the early 1930s. Cliff was also responsible for the design and development of the very popular, single place Buhl Pup. Unfortunately the early 1930s also marked the very depth of the Great Depression, and by 1932 the market for airplanes had almost vanished. The same year the Buhl Aircraft Company closed its doors. Young Jackson found himself without a job, and with little prospect of finding one.

Although he had no resources, Cliff decided that if he was ever to build an aircraft of his own design, he had to do it then and there. During the years at Buhl he had made many sketches of what he would like to build, and those sketches had evolved into a very complete set of engineering drawings. He had also done a complete structural analysis of the airframe, so all that remained to do was to actually build the airplane. Cliff also had access to a three-car garage in Marysville, which served as his shop during the following year. Not having a job enabled him to work full-time on the project, and he was able to finish the aircraft in the remarkable time of one year. Cliff named his new airplane the Jackson O-2 ("O" for open-cockpit, and "2" for two-place). It was issued the experimental registration X-12875.

The Jackson O-2 was a very attractive, two-place, tandem open-cockpit, high-wing monoplane of conventional construction for the time. The oval fuselage was built up from a welded steel tube structure. Wooden stringers gave it shape, and it was fabric covered. The wing consisted of a center section that contained an 18 gallon fuel tank, and was supported above the fuselage on steel cabane struts. The outer wing panels were braced by parallel wing struts. The wing structure employed two spruce box-spars, with 17-ST aluminum ribs to define a NACA M-12 airfoil. The ailerons extended along the entire trailing edge of the outer wing panels, and automatic Handley Page slots ran the entire leading edge of both wings. Cliff was familiar with the English-built Handley Page slots, because the Buhl Company had obtained the patent rights for their use. The improvements they had made to the slow speed performance of the Buhl aircraft had convinced Cliff that he should use them in his own design. The O-2 tail surfaces were of steel tube construction, with wire bracing, and were fabric covered. The power plant was an early model of the Warner Scarab engine (serial number 2), which Cliff had bought used from their Detroit plant. It developed 125 horsepower.

The O-2 had an overall length of 20'8", a span of 31'0", and a wing area of 150 square feet. It weighed 1100 pounds empty, and could carry a payload of 625 pounds. Maximum speed was 125 mph, and the cruising speed was 110 mph. Thanks to the Handley Page slots, it had a slow landing speed — only 45 mph.

Jackson first flew his O-2 on January 23, 1933, from the Marysville airport, which was then operated by R. Stewart Weeks. The airfield surface was muddy and bumpy due to the preceeding January thaw. After Cliff landed, the O-2 was flown by "Stew" Weeks, and then by Bill Ross, a pilot and mechanic, who had worked for Buhl. At this time, the aircraft was painted a light silver-blue (made by mixing aluminum paint with blue pigment), and was trimmed in dark blue. This color scheme remained unchanged for the life of the aircraft.

Cliff had hoped to obtain an Approved Type Certificate (ATC) for the airplane, and was looking forward to eventual production, but his plans never reached fruition. He had been out of work since Buhl had closed its doors, and the most important thing at that point was to find a job. After finishing the O-2, Jackson moved out of Michigan. He subsequently worked for Stearman in Wichita, for Spartan in Tulsa, and for Monocoupe in St. Louis. While working for Monocoupe at Lambert Field in 1934, Cliff built and installed an NACA ring cowling on the O-2, which improved both the appearance and the performance of the airplane. He also added individual bayonet-type exhaust stacks to the engine instead of the open ports which exhausted directly into the atmosphere.

While working for the midwest aircraft companies, Cliff made many cross-country flights, which on several occasions ended in forced landings caused by engine failures. These failures were often due to the fact that the early versions of the Warner Scarab engines used plain rocker arm bushings, that would break in flight. Cliff eventually solved the problem by replacing the engine, but first, in 1935, he returned to Michigan and a job with Stinson Aircraft. In 1938, with the O-2 based at the Wayne County Airport, Cliff switched to a later model Warner Scarab engine, which used ball bearings in the rocker arms. This engine, which had previously accumulated over 4,000 hours while used in a blimp, had been completely rebuilt at the Warner plant, and gave faultless service. In 1939, Cliff added a front exhaust collector manifold that exhausted downward. This greatly reduced exhaust noise compared with the individual bayonet exhaust stacks.

Cliff met Al Meyers at Stinson. About the time Al left Stinson to form his own company to build the OTW, Cliff also left for a job as a stuctures engineer at the Chrysler Corporation. The two remained in contact, however, and Cliff would occasionally fly the O-2 to Tecumseh for a visit. Al was attracted to the O-2 design, and had on several occasions offered to buy the airplane. In August 1941, Cliff relented, and sold his O-2 to Al Meyers.

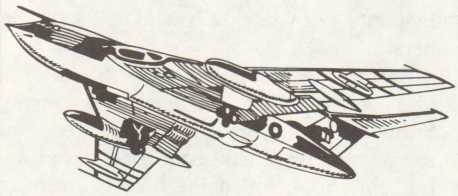
At the time rumors had it that Meyers had bought the O-2 to put into production as a new "Meyers" airplane. Even the authoritative publication, *Jane's All The World's Aircraft,* published a photograph and specifications of the O-2 in its 1941 edition, calling it the "Meyers O-2"! In fact, Meyers had bought the O-2, and a second airplane — the Cunningham-Hall, built in New York — to study their low speed flight characteristics. Both airplanes made extensive use of high-lift devices such as slots and flaps. As a bonus, Al Meyers also obtained two good engines at a time when engines were difficult to obtain. (Both aircraft were powered by Warner Scarab engines.) He later removed the engines and used them as powerplants on OTWs that were built in Tecumseh.

After their engines were removed, the two airplanes were discarded in a field across from the Meyers factory. The all-metal Cunningham-Hall suffered much damage from the elements over the years, but recently it was taken back to Rochester, New York, where it is now being restored. The O-2's fuselage also suffered much weather damage, and was eventually scrapped, but the wings and tail surfaces had been stored inside, and were kept in good shape. Cliff Jackson got them back from Al Meyers in 1968, and took them to his home for safe-keeping. Following his retirement from Chrysler in 1970, he considered restoring the O-2 to flying condi-

tion by building a new fuselage. The more he thought about it, however, the more he was convinced that it would be more practical to design and build and new airplane. It would be an updated version of the O-2, with a similar high wing design, and tandem seating. However it would incorporate all of the latest techniques in high-lift, low-speed aerodynamics. In addition, it would be metal, and would be powered by a modern, more powerful engine. Now 74 years old, Cliff Jackson has been working on the new design since his retirement, and the new aircraft is almost finished and ready for flight testing. Known as the Jackson "Stolwing," it is an all-metal design, powered by a 200 hp Lycoming engine. Thus the Jackson O-2 has had an interesting history from its first flight in 1933, its appearance as a "Meyers" aircraft, and its recent rebirth as a modern Short Take-Off and Landing (STOL) design, the Jackson "Stolwing."

Next month we'll continue our history of Meyers-built aircraft, but again not an Al Meyers design. It is the "Dart," an airplane built by Meyers in Tecumseh, but originally designed in the mid-1930s in St. Louis by the manufacturers of the famous Monocoupe aircraft.

Bob Pauley, #1122



ANSWERS: 1-C, 2-A, 3-A, 4-C, 5-B, 6-C, 7-A: Berchtesgaden was hit by 318 RAF Lancasters in April, 1945. Its resident, Adolf Hitler, wasn't home. He was in Berlin 300 miles away where he would spend the last days of his life, 8-A: On August 8, 1944, west of Soissons, Capt. Bert Marshall bellied in his P-51. Lt. Royce Priest landed his P-51 and took off with Marshall sitting on his lap just as German soldiers arrived, 9-B, 10-B, 11-A, 12-B, 13-A, 14-B, 15-B, 16-B, 17-B, 18-C, 19-B, and 20-B.

RATE YOURSELF BY YOUR SCORE!

15 to 20 Right: You rate as a Senior Flight Instructor.

10 to 15 Right: You rate as a regular Flight Instructor.

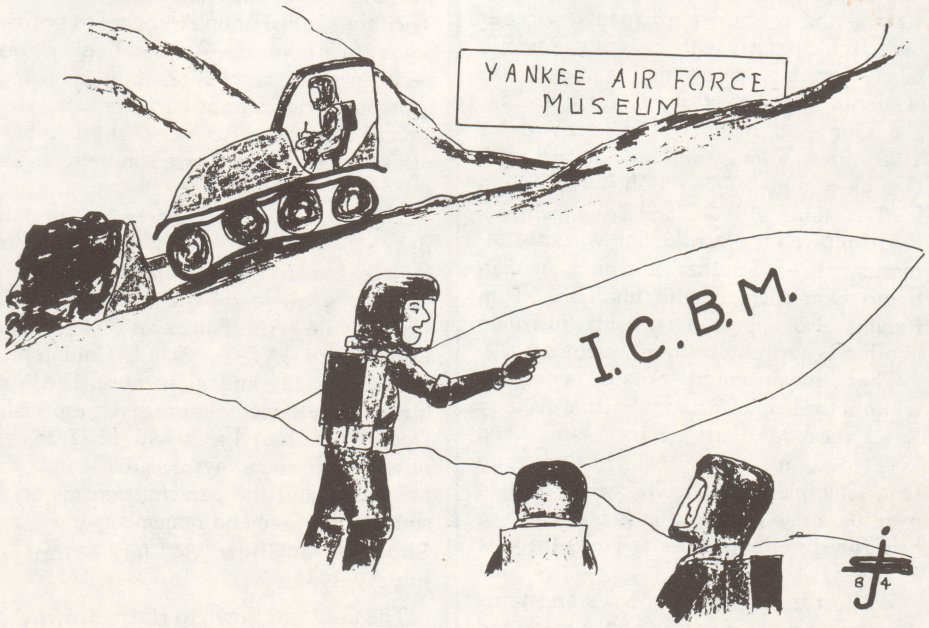
5 to 10 Right: Take Pre-flight again!

0 to 5 Right: Go back and re-read your flight manual.

MADE IN MICHIGAN PLANE PORTRAITS

MEYERS AIRCRAFT CO. — TECUMSEH, MI. (Part II)

The one and only Meyers' Me-165W trainer was built in 1941 as a replacement for the OTW series, but never progressed beyond the prototype stage. (Photo from R. Pauley collection.)



"Hmmm. . .If I remember my twentieth century history, the Ancients used to threaten each other with these primitive weapons."

AIR SHOWS "84"

by Candy & Ed Johns

Flint "Fly-In" Breakfast - May 20, 1984

The C-47 "Yankee Doodle Dandy" made her maiden voyage to a "Fly-In Breakfast at Flint's Bishop Airport where our Mid-Michigan, Third Division is headquartered. Yankee Doodle Dandy was piloted by Ed Johns and Dick Bodycombe, and crewed by Bill Ray and Olif Parks. The home base was also represented by Jack Spanich in his "Sky Raider" - Jim Utley and Walt Harte with their "T-6's".

Ed John's Aero Commander flown by a new Yankee Air Force member Bruce Delamarter, an Air Traffic Controller at Detroits Metro Airport, brought along three dedicated members - Fontaine Ridenour, Ron Ridenour, and Todd Hackbarth who have many hours of their time in the restoration process of "Yankee Doodle Dandy". It's nice to have friends in the tower.

Inclement weather at Willow Run hindered our planned formation flight so the idea was shelved for another time.

The T-6 pilots enjoyed taking passengers for rides and happily donated their revenue to the Yankee Air Force while getting in stick time with their new toy. Our hats are off to you fellows.

Selfridge Air Force Base Air Show — June 29, 1984 thru July 1, 1984

Yankee Doodle Dandy piloted by Ed Johns and Russ Purchase - crewed by Pat Nugent and Charlie Greenwald arrived at Selfridge AFB on June 29 for a static display on Warbird Row. Although she did not fly in this particular show she was praised for displaying a beautiful job of restoration. Among the warbird participants was our own Jack Spanich with his "Sky Raider", Glen Lamont with his famous B-25 "Galliont Warrier", Gary Gondek and his T-6. Our good friend "Doc" Dieter with his T-28 - Steve Ramsey and his Harvard - Bill Gamble and his PT-26 - Bob Byrne flew in his T-28 along with Garland Brown with his P-51 followed by Jack Levine with his immaculate F-9-F "Panther" and our Canadian friend Don McNall with his TBM. Tom Raulins also appeared with his Stearman another beautifully restored warbird.

The shows would not be complete without the help of Barbara Sutton, Audrey Ray, Barbara Park, Nancy and Fred Lockwood, Joe and K Miller, Ruby and Don Gillespie, and Nicole Loeffler just to mention a few boys and girls that come to help run the "Retail Sales & Tours thru the C-47".

We lost a few hours of sales and tours when some dude appeared on the scene and informed the groups that sales and tours are not allowed on a military base. Naturally this was contrary to our understanding of our participation. Everything was put back in the airplane until the "Real Brass" was contacted and gave us the go sign. Out came the merchandise and up went the tour sign and back in business we were. Lodging was provided at the Officers BOQ for the crew - cocktails with hot and cold Hors d' oeuvers were served Friday and Saturday evening at the Officers Club. An enjoyable time was had by all.

Detroit City Air Show "84" — July 6 thru July 8, 1984

Our C-47 piloted by Ed Johns and Don Harner arrived at Detroit City on Friday July 6 just ahead of a thunderstorm which made a 18 knot crosswind to cope with which made the pilots sit up in the buggy.

No one excepted the rooms provided by the Air Show Hostess Lillian Synder because of their closeness to home. However, the crew chief needed a ride back to Willow Run which was made possible by Ed Johns convincing Joe Buzo, who since has become a YAF member, in flying the boys to Willow Run in his Apache. Candy says "Thanks Joe", you saved me a long ride.

Tours and Retail Sales were held both days - Ruby Gillespie, Barbara Sutton, Audrey Ray, Nancy Lochwood, and Nicole Loeffler were on hand to get the job done. In conjuction with the air show Fred Lockwood, our Crew Chief, and Gerry Luther brought their vintage cars for the antique car parade. Gerrys 56 "T" Bird and Freds Galaxie looked great parked next to the C-47.

On Friday evening all were invited to the "Happy Hour" at the Sheraton Inn, where all the participants were staying. Saturday night was also cocktails and a buffet dinner. The "Golden Knights" world champion parachute team entertained us with stories. Then they called upon Art Schol to portray some of his favorites. Art is not only a great performer of aerobatics, but is also a showman. He informed me that on occasion he has a need for a C-47. I told him to please remember us as we can be had. The price being right of course.

The flight line was impressive with the B-25 - Sky Raider - TBM Avenger - Bob Lyjak's famed Waco Taperwing, Bob is another great aerobatic performer, the Confederate Air Forces AT-11 - Doc Deiters T-28 - AT-6's - Schol's Chipmonk - Air Force A-10 - and many more. The Warbird Fly-By's were impressive, especially Doc Deiter's barrel rolls with his T-28, the other performers were great and the aerobatics and the parachute teams act is something to see and remember.

Saginaw Air Show "84" July 20 thru July 22, 1984

The C-47 was flown to Harry Brown Airport in Saginaw on Sunday, July 15 by Ed Johns while giving a check ride to Rick Knight, a new member of the YAF, and now qualified as a current DC-3 pilot. The aircraft was flown to Saginaw a week early in preparation for and the publicity for the coming festivities on July 21 and 22. The "Saginaw Air Show" better known as "Russ Purchase Day". To those of you who do not recognize the name, he is one of the pilots checked out by Ed Johns on May 19 as a Pilot In Command for our C-47.

Russ was honored by a resolution past by the State Legislature in June 1984. This being his 50th year of flying and one of Michigans greatest aviators. Miss America was scheduled to appear for the presentation, but unfortunately she had been dethroned a couple of days before. Seems she already had her picture taken. However Congressman Bob Traxler and Representative Busch were on hand to present Russ with a plaque while many other beauty queens surrounded Russ.

On deck for the flying in the show was the C-47 piloted by Russ Purchase and Co-Piloted by Ed Johns - Jack Spanich and his Sky Raider - Glen Lamont and his B-25 - Bob Bryne with his T-28 - another T-28 piloted by Doc Deiter - Gary Gondek, Tom Webster, and Bob Popielarski with their T-6 - Jim Uhley, Walt Harte with their T-6 - Bill Gamble & Donna Fucci with their PT-26 - other than the warbirds an aerobatic performance by Doug Dodge - a special act by Al Hoffman and his Super Cub - as 12 man jump team and Balloon Ascension prepared the participants for the evening festivities. Friday evening Zender's of Frankenmuth treated the show participants with cocktails and chicken dinners.

Saturday evening featured a "Steak Cook Out" at the hangar with music and dancing. Sunday morning was pancakes and sausages, after breakfast Glen Lamont and Ed Johns took off in the B-25 to drum up some business for the show by making a few passes over the city.

Ground operations were handled by our Ramp Crew and a job well done. I should not overlook a Saturday morning feature - our ladies Ruby Gillespie, Donna Fucci, Jean Deiter, and Candy Johns could not resist the temptation of going to Bronners of Frankenmuth for Christmas Ornaments - If you wondered what the package was between Doc and Jeanne Deiter under the canopy of their T-28 - now you know, and the girls cried "Oh No" as Doc did a roll after take-off. Jeanne said even the Crystal ones made it safely home to South Bend, Indiana.

Flint Bishop Air Show "84" — August 17 thru August 19, 1984

"Yankee Doodle Dandy" arrived on Friday afternoon August 17, piloted by Ed Johns and Dick Bodycombe and crewed by Fred Lockwood.

The Warbirds line up was Lamont's B-25 - Spanich's AD-4NE Skyraider - Bryne's P-51 - Dr. Garland Brown and his P-51 - Canadian Don McNall with his TBM

Avenger – Sue Parish with a beautifully restored "Pink" P-40 from Kalamazoo – Doc & Jeanne Deiter in their T-28 – Doc Levine and his labor of love F9F Panther Jet – Canadian Pete Gutouski with his Corsair - Bill Gamble & Donna Fucci in their PT-26 – Don Tinker & Dan Markiewicz and their T-6 – Gary Gondek, Tom Webster, and Bob Popielarski with their T-6 – Dan and Marilyn Keller in their Yale which is one of five or six of its kind still flying.

The Aerobatic Performers were Bob Hoover with his P-51 and Shrike Commander that he stunts so well – Bob Lyjak "The Professor" and his famous tapered wing Waco – John Gardner and his Pitts Special.

The "Golden Knights" our U.S. Army's world champion Paratroopers were on hand to open and close each show.

The Air Force participated with a fly-by of A-7D's and a demonstration of the capabilities of the A-10 Thunderbolt "the New Flying Tiger" by Capt. Dana L. Longino chief demonstration pilot for the 74th Tactical Fighter Wing. Michiganian Jerry Mercer flies the "Microjet" and puts it thru its paces. The Fly-In participants were given rooms and transportation – Tours thru the C-47 retail sales and membership drives were handled by Louise & Charlie Greenwald, Joe & K Miller, Harry and Jackie Terpstra, Carol Guenther, Nancy Lockwood, Audrey Ray, Barbara Sutton, Ted & Erma Vedrody, and Barbara Parks.

Friday evening the party opened at the Holiday Inn with the 12 Golden Knights jumping from 13,000 feet and landing within 25 foot area between the swimming pool and the guest rooms with all 12 doing it beautifully.

In the parking lot they put up a huge tent complete with a "wooden" dance floor with Hal James's 15 piece orchestra playing music from the war years. Next to the pool was a bar set up and a Bar-B-Que grill.

Later in the evening Candy and Ed Johns were dancing, and being unaware that they were in a Jitter Bug Contest until the announcer said "until you are tapped on the shoulder you are still in" – There were 5 couples in the finals – the John's being one of them winning a prize.

Saturday after a thrilling Air Show – we were served cocktails at the Skybolt Hangar serenaded by the same Orchestra and served roast pig that had been roasting all afternoon.

The only fly in the ointment of this great weekend was that the C-47 was not allowed to fly in the show, and to make matters worse she was put in an area that one would have to take a taxi to get to her. There was completely no action at all thus resulting in the poorest Retail Sales and Tours of any show thus far. If you questioned why the C-47 was late returning to base – would you believe me if I told you it was because a T-6 had a flat tire? It was blocking the only exit the show coordinator would allow us to use. Plus delaying the departure of another static display the Air Force Reserve's C-130. Of course if the other static display sent from the Air Force – one of the world's largest transports if not the largest the C-5 could have moved over a bit we could have departed that way. However his departure was for the following day. The T-6 had a replacement tire flown in from Brighten – it is strange that a host Air Show from a FBO had no personnel available for such minor happenings. With Warbirds participating it can be assumed that something like this can happen.

It was not a good day for the T-6's – Gary Gondek's blew a jug – fortunately they were on the ground – Gary said he didn't know Tom could move so fast – deplaneing that is.

COLUMBUS, OHIO - RICKENBACKER MEMORIAL AIR SHOW AUG. 25-26, 1984

Our C-47 was invited to attend this show through the efforts of Glen Lamont and Dick Bodycombe. I asked Glen to tell me who I should contact at the Air Force Base to get an invite. Glen said it was the Base Commander Col. Joseph L. Vogel. Being I was only a Colonel I called Major-General Dick Bodycombe (Retired), and said "General I'd like to throw your weight around and get an invite to the Rickenbacker Memorial Air Show" – Dick responded and early Saturday morning August 25th we set out for Columbus, Ohio with Yankee Doodle Dandy piloted by Ed Johns and Dick Bodycombe and crewed by Fred Lockwood and Russ Maxwell.

Our arrival was greeted by one of Dick's former junior officers, when he was the Commanding General of the AFRES, Col. David L. Weber who rolled out the Red Carpet and made sure we were taken care of. V.I.P. accommodations and a staff vehicle was ready and waiting for us.

Warbird Row consisted of some old familiar faces – Glenn Lamont and his B-25, George Mock wth the CAF's Cessna T-50, Claire Potter with the CAF's AT-11, Bob Byrnes and Doc Garland Brown with their P-51's – many T-6's were on hand to perform – several BT-13's and L-Birds, and one other familiar face to me Camby Wilson with the CAF's PT-26.

The military put on a great show with varied types of aircraft along side of many famed aerobatic performers.

The finale was the U.S. Air Forces "THUNDERBIRDS" – a fabulous demonstration of precision flying in F-16 Fighting Falcon Fighters.

SOUTH BEND AIR SHOW "84" SEPT. 14 THRU SEPT. 16, 1984

Our C-47 "Yankee Doodle Dandy" piloted by Ed Johns & Dick Bodycombe, crewed by Pat Nugent & Larry Smith headed for South Bend, Indiana Friday afternoon Sept. 14, 1984. Just prior to our departure, while Jack Spanich and his Skyrider were preparing to leave, Jack called over and said "I'll toss you a rope and give you a tow" and departed ahead of us. We took his little dig with a grain of salt knowing full well that down the line we would have our day. (keep this in mind as the final victory was upon us a little later).

Upon arrival at South Bend, which is a strange airfield to us, it is a great feeling to see the old familiar "RED FLIGHT SUITS" of our ramp crew with always a smiling face that says "glad to see you're here – we've been waiting for you".

As we taxied to our parking area we noted Jack Spanich diligently working over the Skyraider – poor soul – seems like he might need a tow!

Glen Lamont arrived shortly thereafter with his B-25 and passengers including Candy Johns, Bob Popielarski, Bill Slate, wife and crew. All who help in the shows one way or another. Thanks Glen for your generosity and help.

A cocktail party and buffet is the first order of the evening just after all of the participants have arrived – followed by our being transported to our hotel. A hospitality suite was set up on the 16th floor of the hotel for the pleasure of all of the participants and their wives.

Jill Levine – wife of the famed P-51 driver Jack Levine tended bar for the group – and I might add that she did a fine job. The atmosphere provided the setting for lots of Hangar Flying, and a great time was had by all.

After briefing Saturday morning, the girls names were placed in a hat to see who would win the seat for their first Air Show Ride in Yankee Doodle Dandy. Barbara Sutton's name was drawn for Saturday and Aubrey Ray's was drawn for Sunday.

We were then bussed from the hotel to the airport with a Police Escort with their Gum Ball Machines lighted and all.

The flight line was very impressive – The Warbirds line up was four B-25's, Glen Lamont's Galliant Warrior, Doc Marshall's Briefing Time, from the CAF's Mid-Atlantic Wing, and The Devil Made Me Do It. Doc Dieter's T-28 along with four others followed in the line along with Gary Gondek's and Jim Uhley's T-6's plus four more. The Fighter Aircraft in the lineup were Bob Byrne's P-51, Doc Brown's P-51, Ray Stutsman's P-47, Rudy what's his names P-40, two Navy Fighters from Parish's

Continued on page 10

AIR SHOW '84 continued

museum in Kalamazoo, Michigan – Trainers brought in were Dan Keller's Yale and Bill Gamble's PT-26, Doc Levine came with a T-34 this time.

The C-47 was in line accompanied by the CAF's AT-11 and Cessna T-50 "Bobcat". Famed aerobatic teams the "EAGLES & THE FRENCH CONNECTION" were on hand to provide the most exciting acts. Jim Franklin and his Waco JMF-7 with Johnny Kazin gave a thrilling aerobatic act with Johnny on the wing.

Jerry Mercer provides more thrills and chills with his Micro Jet. The Saturday show for our C-47 was cut short due to its position on the ramp and the failure to appear the other half of our act an ME-108 who was to shoot us down like dogs, so Barbara got cheated out of a complete show ride. However, Pat Nugent gave up his seat so both girls could go on Sunday. A real gentleman. Would you believe that after Saturdays Fly-Bys the C-47 was positioned so it could get out to perform and positioned beside her was Jack Spanich's Skyraider – Now the story of the rope can unveil.

As Jack was leaving the field Saturday Night – overheard was Jack crying out "Stop The Bus, what is that hanging from my airplane?" Upon inspection there was a long Yellow Rope attached to Jack's prop and to the tail of the C-47. Ready for towing. At the cocktail party at the Summitt Club Jack approached the crew of the C-47 with his findings – of course no one admitted they knew what he was talking about, but straight faces didn't last long and we all enjoyed the practical joke.

Sunday was a great show day — the C-47 got to show off with low level Fly-Bys with the AT-11 and Cessna T-50 off of each wing.

The C-47 headed home with a preplanned notion that the Skyraider and B-25 would fly off her wings – Glenn had radio trouble so maybe in the future we will cut it with those "Hot Dogs".

COLUMBUS, OHIO BOLTON FIELD AIR SHOW "84"

The C-47 crew consisted of Pilot Ed Johns and his new Co-Pilot Bill Bottle, YAF #66, Ed having just checked him out Founders Day, Norn Ellickson and Charlie Greenwald. The wives of the crew have to make arrangements on their own – thanks to our buddy Glen Lamont the pilot's wives hopped on the B-25. Karen and Louise drove down with Todd Hatckbarth to handle the retail sales and tours.

The weather starting to be more winter than early fall put a damper on the attendance record both days, but did not dampen the enthusiasm of greeting once again our friends on the tour, such as, Bob Hoover, The Golden Knights, Ray Ban Boys, Jack Spanich and wife Mary Ann (She's saying "Thank god last air show, I think", only kidding). Bill Gamble and Donna in their Pt-26. We made some new friends this trip. Bill Clark and his P-51 "Dolly" from State College, Pa., Dick Thiem in a one of a kind Spanish Jet – Trainer – he has a few to sell if anyone is interested. Ray Stutsman was there with his P-47 "Little Demon", Doc and Jeanne Dieter in their T-28, Bob Spencer in his T-6, and Steve Ramsey in his T-6. Dick Brewer and wife brought their T-34.

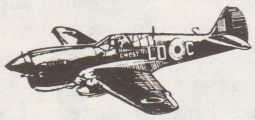
The Ultra Lights gave a fly by including a two-seater with the passenger being a German Shepard, white scarf and all.

Air Show Announcer Danny Clisham (YAF member) had a happy reunion with Karen and Norm Ellickson, seems they are old time friends.

Friday the hangar party was geared towards, I am not sure if it was Country Rock and Roll, or just a whole lot of Rock, but being of the Warbird Age Group, left it early and let the younger group enjoy it. The Saturday night party and buffet was much calmer, and we all enjoyed it very much.

Louise Greenwald was to have flown home in the C-47, but relinquished her seat to Betty Bottle, who wasn't feeling up to par, and did not want the extra flying time that Glen needed as he was dropping off some friends in Bryant, Ohio. Louise said Glen had been promising her that ride for a long time, so was the C-47 ride promised – but either way she couldn't lose – she got her show ride plus!

It was sad saying so long til next season, to our friends, hope this time next year many of you will have joined us on the show circuit, and will share the feelings of which I speak.



POST NOTES

You will notice the frequency of names being repeated of Warbirds at the shows which becomes a build up of comradery. You find yourself looking forward to seeing familiar faces – faces like – not just the performers – but Richard Pileon, what new uniform has he put together for this show – Rick's are all the real World War II vintage. Go to see Sue Worley of the C.A.F. in South Bend. She has a new title "Den Mother of the Warbirds" – Sue's late husband gave most of the B-25 pilots their type ratings in that aircraft, and was killed in a B-25 a decade ago, instructing in the same. This did not disolve Sues love of airplanes and air shows.

WURTSMOTH A.F.B. OPEN HOUSE

Our C-47 flew to Wurtsmith A.F.B. the weekend of July 28th and 29th to attend their Open House as a courtesy to Col. Saur and his people for all their help in the past.

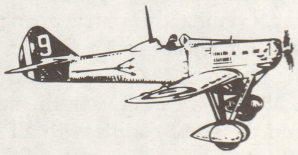
Russ Purchase and Dick Bodycombe were up front and Bill Ray, Crew Chief, with help from Todd Hackbarth and all went smoothly. We landed on the numbers on a 11,800 foot runway and when Dick uttered a "small" cussword, we all laughed as we began the long taxi (a mile or so) to the turn-off.

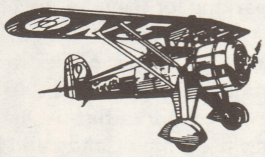
We were very well received by the base personnel and the public, and it was great that a goodly number of our members came up by auto. Retail sales were brisk as were the C-47 tours and we needed all the help we could get.

Both the Thunderbird performance and the Open House were very enjoyable and we all had a great time.

We would like to thank Col. Saur (who has since gone to another post) and Major Yarnall of Base Operations for their courtesy and kindness.

Bill Ray, C-47 Crew
YAF #272





DID YOU KNOW. . .

That is takes 42,000 gallons of JP4 Fuel to top off the tanks on the B52. Now, figure the following:

$1.75 . . .per gallon cost of fuel	. . .$73,500
x 42,000 gallons	
$.04 State Tax	2,940
$.14 Federal Excise Tax	10,290

At these current 1984 prices, it would cost a grand total of $86,730.00 to take the aircraft for a flight.

— submitted by Hank Koski
Crew Chief B52

TALE SPINS

WORLD WAR II'S AIR FORCE LEADERS

America's Air Force leaders in World War II ranged from the politician Hap Arnold to the organizer Carl Spaatz. Here then is an informal insight into some of these leaders.

During his early years as an Air Force Officer, Henry Harley (Hap) Arnold was a close friend of the controversial General William (Billy) Mitchell. (Arnold believed in an independent air force as did Mitchell.) When Arnold assumed the post of Chief of the Army Air Force in 1938, he was not an insider into the top echelon of decision-makers in the White House. Presidential advisor Harry Hopkins interceded for Arnold so he could participate more closely in important decision-making.

Arnold had many friends in the aircraft industry. These friendships bolstered the vitally-needed rapport to arm America's Arsenal of Democracy. Arnold asked these friends to borrow money and tool up for the coming conflict. He saw to it that time-consuming competitive bidding was discontinued in favor of eight to ten per cent profits on awarded contracts.

Arnold's personal touch and organizational zeal was reflected in every theatre of operation. The British always welcomed him and one RAF Air Marshal remarked that Hap was an apt nick-name for Arnold who was always cheerful and smiling. (Early in the war, one of the Japanese Zero fighter models was code-named Hap. This mistake was quickly remedied by changing the code name to Hamp.)

One of Arnold's firmest air warfare doctrines was daylight precision bombing and that the U.S. bombers could protect themselves. It took considerable blooding to achieve the former. As to the latter, Arnold and others soon realized that the heavy losses suffered at the hands of the Luftwaffe could only be avoided by flights of Mustangs, Thunderbolts, Lightnings, and Spitfires to accompany the bombers.

When a submarine officer on Admiral Ernest King's staff suggested a carrier-launched bombing attack on Tokyo, Arnold put this novel idea to work and was persuaded that Lt. Col. James Doolittle would be the best officer to lead the raid.

Arnold's contribution to the war effort was a global war machine effectively supported by a supply, manpower and training organization.

General Ira Eaker faced a formidable task in 1942 when he was assigned to organize and build the Eighth Air Force in Britain. He spent (as did other top-ranking American officers) time in Britain before the United States involvement. Eaker was no stranger to bombers, because in 1928, he and Carl Spaatz flew a bomber for an endurance record made possible by mid-air refueling.

When he organized the Eighth Air Force, Eaker faced the opposition of Maj. Gen. James E. Chaney (European Theatre of Operations Commander) who felt that he and his staff would become mere rubber stamps. (Chaney even refused to allow any mention of the word, air, on memos and other routine paperwork!) Chaney was effectively put aside while Eaker pursued his duty assignment with characteristic vigor. (Dwight Eisenhower later replaced Chaney as E.T.O. Commander.) Eaker first coined the phrase "Around the Clock Bombing" which Churchill picked up as a rallying cry.

Eaker effectively led the Eighth until early 1944 when he was assigned to head the Twelfth Air Force in the Mediterranean. (While there, he was hesitant to approve the bombing of the Monte Cassino abbey until he saw a radio aerial sticking out of a monastery building while on an observation flight.) Eaker listented to the ground commanders' pleas for bombing the centuries-old monastery which the Germans used for artillery-spotting. He approved and Monte Cassino was bombed.

One of Arnold's most-trusted lieutenants was Carl Spaatz who spent time in Britain also before Pearl Harbor as a special observer. He worked closely and very well with the British before and after America's entry into the war. The British felt so much at ease with Spaatz that they told him their military secrets. (In fact, while visiting an RAF airfield, Spaatz signed the guest register as "Spy.") Spaatz wasn't swayed by the RAF's Sir Arthur "Bomber" Harris's attempts to persuade him to have his Eighth Air Force bomb Germany by night. Spaatzs' abilities won him the post of being in over-all command of the strategic Air Force in the ETO and later of the Strategic Air Force in the Pacific. One dubious distinction Spaatz had was being the only Air Force General to meet Hermann Goering personally.

Carl Spaatz's distinction in the war in the skies over Europe was to effectively smash Germany's oil and aircraft production capabilities.

Spaatz's able replacement as commander of the Eighth Air Force was James H. Doolittle. He achieved fame as a tireless technical innovator by being the first Army Air Force aviator to fly blind on instruments and setting many speed records. He achieved more fame later by leading the Tokyo raid. After crash-landing his B-25 in China, Doolittle—then a Lt. Colonel—fully expected to be court-martialed for losing all the aircraft under his command. Instead, he was promoted to Brigadier General and was awarded the Congressional Medal of Honor. Doolittle led the Eighth from D-Day to V.E. Day.

Claire L. Chennault retired during the 1930s and became Chaing KaiShek's air advisor in 1937. He organized the AVG (American Volunteer Group). The United States loaned Chaing money to buy 100 P-40 Curtiss Warhawks. Beginning in September, 1941, pilots recruited for the AVG traveled to Burma under false identities. They then trained and flew against the Japanese for $600.00 a month, receiving $500.00 for each Japanese plane destroyed. The AVG of Flying Tigers (from their emblem designed by Walt Disney) downed 286 Japanese planes before being absorbed into the Tenth Air Force after Pearl Harbor. (Chennault later commanded the Fourteenth Air Force until the end of the war.)

Another air leader was the straight-talking George C. Kenney who commanded the Fifth Air Force in the Pacific under MacArthur. Kenney replaced George H. Brett who was fired by MacArthur for being unable to get along with MacArthur's Chief of Staff, Richard K. Sutherland. Kenney was unafraid of unorthodox warfare such as skip-bombing, parafrags (fragmentation bombs attached to parachutes) an "Kenney Cocktails" (100-lb. phosphorous bombs). He had an abiding dislike for red-tape. All in all, George C. Kenney deserves credit despite the "Europe First" priority on men and material.

Another leader in the Pacific was Curtis Lemay. While with the Eighth Air Force, Lemay demonstrated his ability to get results. One of his contributions was the box formation so that the guns of each bomber could be brought to bear on attacking fighters. The other contribution was having an entire flight of bombers drop their bombs when the lead bombardier dropped his. This was an attempt for accuracy.

After Europe, Lemay was sent to command the 1,000-plane XXI Bomber Command in 1944. Lemay devised new bombing tactics for his B-29s. He ordered his B-29s to bomb at the low level of 5,000 ft. instead having the pilots climb to 30,000 ft. and strain the B-29's temperamental engines. He also initiated the use of phosphorous and jellied gasoline bombs to use on Japan's wooden cities.

Lemay, successful as a World War II air leader, also deserves credit for first organizing and then sharpening the Strategic Air Command in the world's most effective fighting force.

As we progress into the Space Age technological weaponry, we might pause and reflect on this human element of leadership.

By Jack B. Stankrauff

YANKEE AIR FORCE GOPHER NO. 3: JIM WILLMAN AND GOPHER NO. 4: COLLEEN WILLMAN

For the Willman family, the Yankee Air Force is truly a family affair. Jim and Colleen Willman are the son and daughter of Dick and Vivian Willman (YAF #772 and #1345) of Westland, Michigan, and they're a great brother-and-sister Gopher team.

You may remember seeing Jim and Colleen this past May 28 hustling around at the Memorial Day Open House breakfast. Or at the June Country Western Jamboree at the retail trailer and information table. Or, you may have seen Jim at last year's Willow Run Air Show working on the security detail. He also handled the garbage disposal job at the May '83 Fly-in breakfast and the Family Picnic in July, 1983. Jim Willman likes to build things, too. So he lent his building skills to help make legs for the folding dining tables used in the hangar for our public activities.

Gopher Colleen Willman was one of the crew at the YAF information table for the 1983 Air Show where she gave directions to visitors. And she has been an excellent helper at numerous other functions, such as the 1983 Garage Sale and the May '83 Fly-in.

Both Colleen and Jim are active in the Wayne County 4-H Club. In fact, they're big 4-H award winners! At the 4-H Fair in August this year, Jim was awarded a trophy for his fine aquarium. In 1983, Jim had previously won a trophy for his aquarium, plus a first-place ribbon for his Entomology collection. (In case you're wondering, Entomology is a branch of Zoology that deals with insects.) At the 1982 Wayne County 4-H Fair, Jim coached his pet frog "Boris," to a thrilling second-place finish and a rosette award in the frog jumping competition. Jim is a model builder, as well, and in 1981 he captured the "Best of Show - Models" 4-H trophy for his replica of a self-propelled WW II German Howitzer tank.

Colleen came away from the 4-H Fair this year with a trophy for her frozen vegetables, which she also won in 1982. She also raises and shows "Netherland Dwarf" rabbits at the Wayne County 4-H Fair. She earned a trophy in 1981 for her rabbits in the market animals category. Still another hobby of Colleen's is raising tropical fish. You guessed it. She won awards for her fish family at the 4-H Fair two years in a row, in '81 and '82.

Colleen Willman, age 13, is an eighth grader at Stevenson Junior High in Westland. Her favorite school subjects are voice and guitar. Besides the 4-H Club, Colleen is a member of the Girl Scouts.

Jim Willman is 17 and an eleventh grade student at John Glenn High School. As mentioned earlier, one of Jim's hobbies is building, so it's natural that he enjoys woodworking and shop in school. He also likes to build stage sets for school plays and concerts.

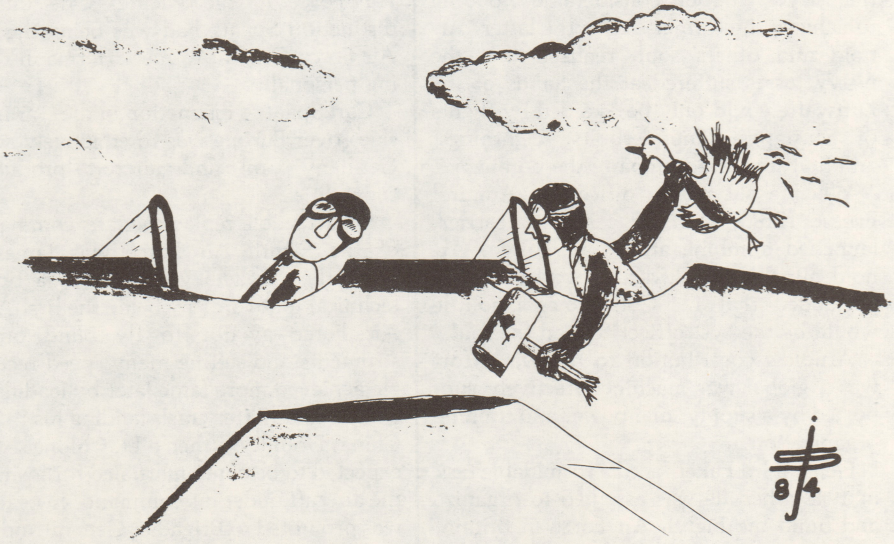
Colleen and Jim Wellman
Photo by Y.A.F. Photo Committee

Jim is aiming for admission to William D. Ford Vocational Technical Center to contine his future education in the building trades.

And here's a unique Gopher twist! It was because of Colleen, Jim, and sister Linda, that their father, Dick Willman, first joined the Yankee Air Force. The youngsters gave Dick a YAF membership as a Father's Day gift in June, 1982. Their mother, Vivian, joined the Yankee Air Force in April, 1983 and is presently Retail Sales Chairperson, while Dick Willman devotes his YAF time mostly to equipment maintenance.

That was good thinking, kids!

By Sam Stephens



"Go around again. I'm still trying to get more ground reference points for my flight map."

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WEEKEND THOUGHTS

This past weekend, September 15 and 16, Jackie and I enjoyed some of the best times we've ever had together and during the past few days I've thought a lot about it. In fact, the more I thought about it, the more I felt that I must share some of these thoughts with the rest of you. I also felt that the 3rd anniversary of the YAF would be an appropriate time to reflect on what the YAF has become and to thank everyone who was there for making it special.

Jackie and I have been very fortunate to have been a part of the YAF since the begining. We have been able to share many events, like the South Bend, IN Airshow, over the past 3 years with many members of the YAF. We were again strongly reminded of what being a member of this organization is all about.

Naturally, when asked about the YAF, we first think of the preservation of historic aviation - not just the past, but also the sights, the smells, the sounds and the feeling of excitement that is part of being around flyable, historic aircraft. Also, to be able to accomplish this goal we work at fundraising, building membership, restoring aircraft, hosting fly-ins and so on.

But, the YAF is more than that. There is something else that happens when you work together at each of these events. You can go to any airshow, visit an aviation museum or subscribe to any one of a dozen aviation magazines, but unless you are a part of making these things happen, you have missed the magic.

This past weekend reminded us of other special moments and I began to think about all of the members who haven't experienced this magic.

Do you know what it is like to sit with a group of people who are so tired from working an airshow for 7 days that they can hardly move; but each person is wearing the silliest grin of their face? No one there has to say a word because you know that you have done your best, you know that the people around you have done their best and the effort was a success. There is an electric glow in the air. Your feet are killing you, you need a shower, your face is raw from the sun and wind, but still you couldn't be happier!

I know this same sense of pride can occur at all levels of effort, whether it is developing a policy that helps to make the organization function better or getting another room in the Museum finished or knowing that you just fed pancakes to 500 "starving" people or knowing your efforts towards upgrading the "Newsletter" was a success.

I'm not trying to gloss over the frustrations, the hard work, or the risks of failure. I am saying the personal rewards are worth the effort. The nice things about the YAF is that you are working side by side with some people that it is a privilege to know. I suppose that is why the YAF has been so special for me.

This past weekend I had the opportunity to work with the Ramp Crew for 2 days. They put all they had into making that airshow a success. It wasn't a YAF sponsored event, but their professional efforts put the YAF on a par with the CAF and Warbirds of America. We had a good time both on the airfield and off. Jackie and I both were thrilled to be part of it. We really felt that the comradery that comes from working (and playing) hard with fellow YAF members is really what the YAF is all about.

Ask yourself about why you really had a good time or just felt good about helping to achieve something for the YAF. Was it just being around old airplanes (although it helps) or was it the feeling of having accomplished something with some very special people? That's what makes the YAF work. Are you missing the best part of being a member? I hope not!

Harry A. Terpstra
YAF #015

GOOD FRIENDS

Its's pleasant to be
Surrounded by YAF.
Happy and friendly
With smiles and a laugh.
Grins for all to share.
Boy, you know they care.
They're by your side,
Through thick or thin.
Just open your heart
And let friendship in.
If you have a talent
We'll put it to use.
YAF is terrific
For chasing the blues.
Quickly you learn
About each plane.
Almost overnight
You know all their names.

K. Nelson Miller #1693

RUSS PURCHASE AIR SHOW SAGINAW "84"

Russ Purchase. The myth, the man, the legend. Few men become legends in their own time. Russ Purchase is the exception.

Born September 28, 1912, on a farm that is now part of Tri-City airport in Freeland, Russ knew at an early age what he wanted to do with his life. At the age of 13 and in the eighth grade, he was one of the two best spellers in his class. The reward for his efforts was his first airplane ride in a Jenny piloted by his teacher. His career in aviation had taken wing. Soon after, it would soar.

He graduated from Arthur Hill High School in 1930 and soloed in a Swallow in 1934 at the age of 21. Two years later he bought his first plane, a Swallow biplane, with financial help from his grandmother. The rest, as they say, is history.

Fifty years and over 27,000 logged hours later, he has flown almost everything flyable. He also has some very memorable stories he can talk about.

In 1941 Russ and a friend picked up a new Luscomb in Trenton, N.J. They were flying over the mountains in Pennsylvania when the weather started to get bad. As the snow got heavier, Russ decided to try to land before he ran into a mountain. He picked a stretch of the newly opened Pennsylvania turnpike that was free of traffic and settled the Luscomb down on the highway. He taxied his plane to the nearest gas station and asked the station attendant if he could leave his plane there overnight. After the guy got done laughing he went outside and sure enough, there was Russ's plane.

In 1940, he opened a flight school at what was then Municipal Airport in Saginaw. He conducted classes under the C.P.T. and W.T.S. programs. In 1941 he was appointed a pilot examiner for the F.A.A. His certificate # was 38. During that time he owned and flew the following aircrafts.

- Stinson U Trimotor
- OX5 Swallow
- OX5 Laird
- OX5 Waco
- OX5 Robbin
- Butler Blackhawk
- Fairchild
- Cessnas
- Beech Stagger Wing
- Piper Cubs
- Taylor Crafts
- Darts
- Luscombs

During January, 1943, Russ joined the Air Transport Command, 3rd Ferrying Group at Romulus, Michigan. Six months later he was commissioned as a first lieutenant. Listed are some of the planes he instructed in.

AT-6	B-17	C-54	P-63
A-26	C-47	P-51	A-20
B-26	P-47	AT-29	B-25
P-40	AT-19	B-24	P-39
AT-9	B-18	C-60	

Shortly after Russ left the military, he went to work for Dow Chemical Co. and was sent to Houston, Texas. There he flew co-pilot on DC-3's for about two years. He then was transferred to Dowell to set up a flight department and act as chief pilot. From there he came to Midland to do about the same job.

In 1963 Russ opened Air-Flite at Tri-City airport and continued to serve Dow Chemical Co. and later Dow Corning on a contract basis.

Today Russ is president of Jet-Tool located at Tri-City airport. It is a world wide company specializing in aircraft parts.

Russ is currently rated to fly Falcon DA-10, DA-20, DC-3 and Lear Jets. That is in addition to all of the others.

Russ is a member of the Yankee Air Force, Saginaw Valley Division and one of the pilots on the Yankee Air Force flagship, "Yankee Doodle Dandy".

To date, he has logged over 27,000 flight hours. The legend lives on. Russ Purchase. Congratulations on your day at the airshow.

SAGINAW-VALLEY

Ron Heinlein

We certainly have had a lot of excitement ths past month, particularly with the arrival of the NSB-1 at Harry Browne Airport. A lot of well deserved thanks goes to Butch Hoffman and crew that went to Willow Run to pick this up. As they stated they had a lot of fun and a lot of hard work, and I am sure the people at National know that we have a group of professionals in doing projects like this. We invite everyone to come out to the airport and see our new addition.

We are waiting daily for plans from Wag-Aero for the L4 and as soon as they arrive this project will begin.

We hope to have negotiations with the county by the end of September for hangar space, so that we may begin these projects.

We ask that every member please remember the auction. It is very important that we receive everyones' support.

We are gratified by the turnout at the monthly meetings and hope this enthusiasm continues to build in the future. Let's all keep up the good work!

N.E. DIVISION

During the past month since the last newsletter, several members of the N.E. Div. will have attended the annual EAA convention at Oshkosh, Wisconsin. This event is probably the largest sport aviation event in the world. In past years, as many as 5 four-engine bombers have flown formation to the field followed by 3 C-47's dropping paratroopers. The whole operation was guarded by a dozen P-51's, P-38's and a P-47 flying high over while Zero's and Messerschmidts flew pursuit. This year they say it's going to be even bigger.

I have been attending this event since 1979 and have been trying to figure a way to hitch a ride in one of these fire breathers. I think this is the year, and I'll tell you why.

Due to the efforts of H.Q. and our own Otto Mueller, to mention a few, the YAF has gained a high degree of national prominence. This could create a situation where anyone wearing a YAF member hat might be asked if they would like to come along on a flight, if they're in the right place at the right time. Well, Oshkosh IS the right place and the first week in August IS the right time. I expect that many of us will come back to stories of once-in-a-lifetime experiences. Once in a lifetime? This is only the beginning.

Another major event during this past month was the second annual N.F. Div. picnic, and first annual YAF-EAA volleyball trophy match. The picnic was a roaring success with everyone having a wonderful time. We will be presenting the trophy to EAA Chapter 73 at their August meeting.

The game was going very well in our favor with the YAF leading 20 to 9. Then one of the EAA members pointed up and shouted "Hey you guys, look at that". Then, while our team was momentarily distracted, they scored 14 points. In a flash the YAF team snatched defeat from the jaws of victory and lost 23 to 21. They think they're pretty tricky but they'd better not try that one next year now that we're wise to it. Another thing I'll do next year is to bring my whistle (I refuse to admit that we lost because I left it home, but, better safe than sorry).

All in all it was a worthwhile outing that will lead to a stronger relationship between our two organizations.

A few days prior to the Oshkosh trip, a gentleman from Aircraft Radio Corporation contacted Mark Horvath to ask if we would like some of the left over radio gear from their museum. Military stuff from the 30's, 40's, and 50's. Maybe even the equipment we need for the L-13. A recovery crew will be assigned to investigate and report at the General Meeting – AUGUST 15. I'll see you there.

Ray Golowach

YAF GOES TO THE MOVIES

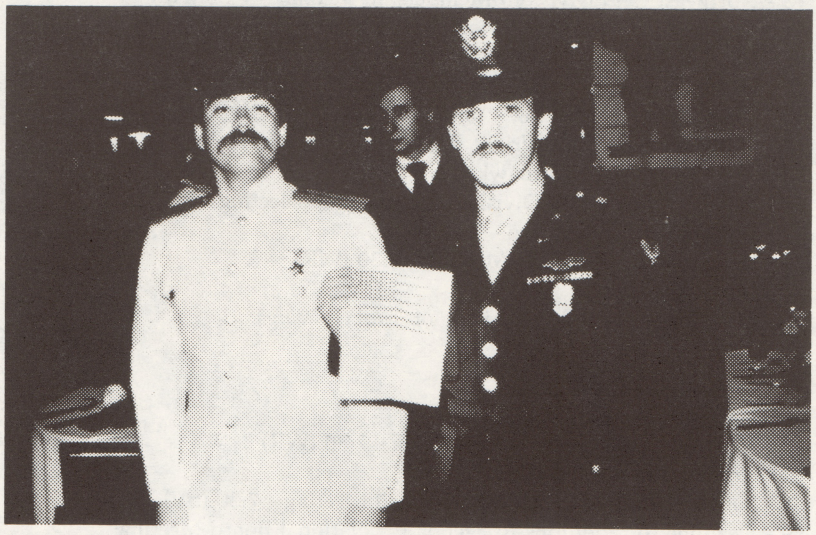
The N.E. Division warmed up for its show season by displaying our B-24 gun turret and other memorabilia at the Essex Green Cinema in West Orange N.J., April 20-26. This was done during the opening week of the Goldie Hawn WWII movie *"Swing Shift"*. With the cooperation of General Manager E. John Monsport (who became a YAF member just 3 weeks before) the display was manned, on a rotating basis, by members in class A's and period uniforms. Donations and new members were solicited from the Theater patrons. The event had excellent PR value and we look forward to doing it again.

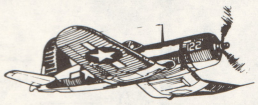
YAF 10th CARGO COMMAND PILOT MEETS JOSEPH STALIN

While on a flight from India to China Lt. William J. Bielauskas (YAF #860) got his back course confused with his front course and ended up flying 180 degrees opposite his intended course. His fuel gone he set his C-47 down just north of the Caspian Sea.

The Russian Premier, who was vacationing on the Volga near Astrakhan, sent word to have the brave young AAF pilot join him at his villa before returning to the war. Lt. Bielauskas greeted the premier with the appropriate blood chit, the same one he used when first encountering Russian soldiers.

This photo of Stalin and the Lt. was recently found in a batch of declassified material.

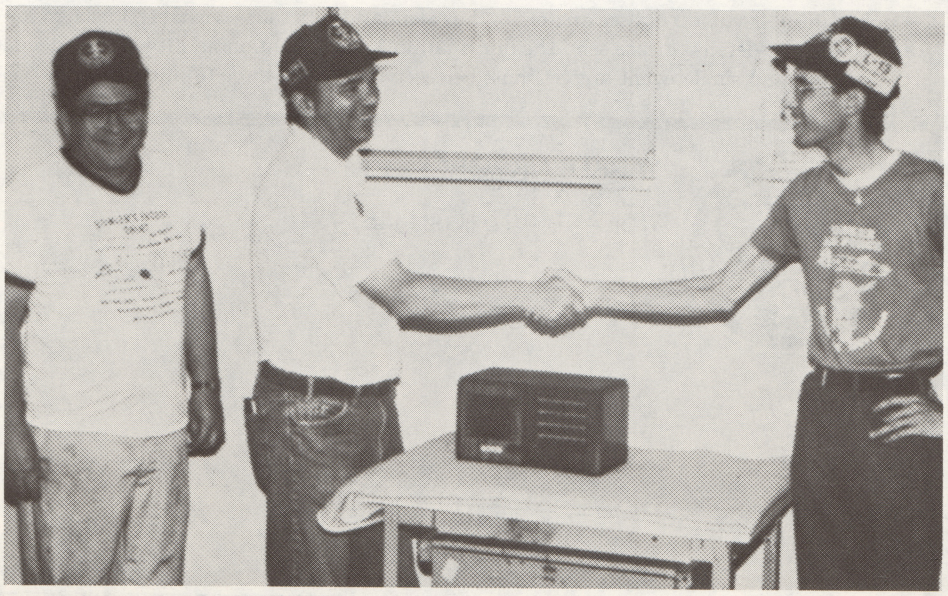




N.E. DIVISION PRESENTS

On Aug. 4th, 7 members of the N.E. Division YAF, stopped at HQ on their return from Oshkosh '84. They came to see the B-52, C-47, and the additions to the museum and hangar. Two of them were seeing YAF HQ for the first time and were greatly impressed. They also had a surprise for the museum. Pictured from left are, Lester Reakes, Bill Lary, from NE Division Dennis Golderer, and they are presenting the Willow Run museum with one of four 1944 Intercoms restored back to working order at the Division by Dennis Golderer. The restoration took 93 hours for all four units. The donation was greatly appreciated and will be on display in the WWII room.

Dennis Golderer #0856



COMING ATTRACTIONS

NOVEMBER

17 - B-52 Crew Meeting - 10:00 a.m. (WR)
20 - Saginaw Valley (5th Division) Membership Meeting - 7:30 (SV)
22 - Thanksgiving
27 - WI/IL (4th Division) Board Meeting - (WI)
27 - Deadline for February 1985 issue of *Yankee Wings*
28 - Mid-Michigan (3rd Division) Board Meeting (MM)

DECEMBER

5 - Headquarters Membership Meeting - 7:30 (WR)
5 - Northeast (2nd Division) Membership Meeting - 7:30 (NE)
11 - Saginaw Valley (5th Division) Board Meeting - 7:30 (SV)
12 - Mid-Michigan (3rd Division) Membership Meeting - (MM)
12 - Deadline for additions to National Board Meeting Agenda
15 - B-52 Squadron Meeting - 10:00 a.m. (WR)
17 - 81st Anniversary of Wright Brothers first powered flight (All rise and face Kitthawk)
18 - Saginaw Valley (5th Division) Membership Meeting - 7:30 (SV)
19 - National Board Meeting - 7:30 (WR)
20 - Headquarters Explorers Meeting - 7:30 (WR)
25 - Merry Christmas
26 - Deadline for March 1985 issue of *Yankee Wings*

Stan Reich, #055

JANUARY

1 - Happy New Year
2 - Headquarters Membership Meeting - 7:30 (WR) (Installation of Officers)
8 - Saginaw Valley (5th Division) Board Meeting - 7:30 (SV)
9 - Deadline for additions to agenda for National Board Meeting
12 - Mid-Michigan (3rd Division) Membership Meeting - (MM)
15 - Saginaw Valley (5th Division) Membership Meeting - 7:30 (SV)
16 - National Board Meeting - 7:30 (WR)
22 - WI/IL (4th Division) Membership Meeting - (W/I)
23 - Mid-Michigan (3rd Division) Board Meeting - (MM)
23 - Deadline for items to appear in April 1985 issue of *Yankee Wings*

CALENDAR NOTE:

We would like all meetings of interest to YAF members to be included in the monthly publication. If you do not see an item in the calendar it is because we haven't been made aware of the details. Please send the information to my attention and it will be added. Also note that single event notices must be received at least three (3) months ahead of time.

RETAIL SALES ANNOUNCES NEW MERCHANDISE

New items for sale at Retail include the C47 Key Chain (1.25), YAF License Plate (5.00), and the B-52 Ceramic Mug (7.00). We, also, have little YAF Glider Planes (1.00) for the kids, plus our infamous YAF Balloons (.50). Pick up a bunch for the children in your life today. We're expecting a new line of T-Shirts depicting our C47. Yeaaa! Also, more Photo Buttons are now available for those of you who missed the mad rush the first time around!

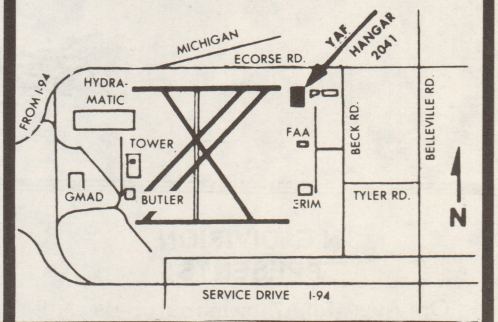
Our YAF Duffel Bag is, currently, on sale (marked down from 10.00 to 8.00). A real bargain! Just perfect for stashing everything and anything – exercise class clothes, school books, etc. Pick one up for yourself, and another for someone on your Christmas List – never too early to start!!!

Talking about winter and the cold weather, we will be taking orders this season on the YAF Winter Jackets. If anyone desires one, please contact Louise Greenwald. Our ever popular and warm YAF Sweaters are still 18.00, and we have some in stock. We are expecting price changes so get your winter items now before the rush!!!

A special thank-you to all those dedicated Retail Sales workers who so diligently helped out at the Air Shows and Special Events over the Summer months. Your support is greatly appreciated!!!

by Tony Koski #0469

YAF HEADQUARTERS — WILLOW RUN AIRPORT



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